

HEADQUARTERS
2ND OPERATIONAL TRAINING UNIT
FERRYING DIVISION, AIR TRANSPORT COMMAND
HOMESTEAD ARMY AIR FIELD, HOMESTEAD, FLORIDA

PRECISION LOW APPROACH CHECK

PILOT <u>Jack H. Gardner, 1/Lt.</u>	DATE <u>8/12/44</u>
RANGE <u>DHO</u>	TIME <u>2100</u>
TYPE AIRCRAFT <u>B-24</u>	GRADE <u>88</u>

WEATHER:

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	3000	3050-2940	2
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	10°	270	275-265	2
3. Detected station, initial	4				4
4. Rate of descent	2	200'/Min	500	500-700	2
5. Altitude prior to turn	2	50'	2500	2450-2550	2
6. Airspeed	2	5 MPH	150	145-150	2
7. Procedure turn, headings	2	5°	222/42	222/42	2
8. Altitude, procedure turn	2	50'	2500	2550-2450	2
9. Airspeed during turn	2	5 MPH	150	150-160	1
10. Rate of descent	2	200'/Min	500	300-500	2
11. Altitude, return to station	5*	0'	2000	1900-2000	0
Bracketing and riding beam		3brkts			
12. Return to station heading	5	5°	88	80-90	4
13. Airspeed	2	5 MPH	150	150-160	1
14. Detected station, final	8*				6
15. Altitude over station	8*	0'	2000	2000	8
16. Rate of descent	4	100'/min.	500	400-500	4
17. Airspeed	4*	5 MPH	150	150-160	6
18. Heading, station to field	8*	5°	88		8
19. Timing, station to field	8*	5 sec.	1:48	1:55	4
20. Altitude over field	10*	0'	1500	1500	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	8				8

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

RANGE	DHO	DATE	2100
TYPE AIRCRAFT	B-24	GRADE	88

WEATHER:

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	3000	3050-2940	2
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	10°	270	275-265	2
3. Detected station, initial	4				4
4. Rate of descent	2	200'/Min	500	500-700	2
5. Altitude prior to turn	2	50'	2500	2450-2550	2
6. Airspeed	2	5 MPH	150	145-150	2
7. Procedure turn, headings	2	5°	222/42	222/42	2
8. Altitude, procedure turn	2	50'	2500	2550-2450	2
9. Airspeed during turn	2	5 MPH	150	150-160	1
10. Rate of descent	2	200'/Min	500	300-500	2
11. Altitude, return to station	5*	0'	2000	1900-2000	0
Bracketing and riding beam		3brkts			
12. Return to station heading	5	5°	88	80-90	4
13. Airspeed	2	5 MPH	150	150-160	1
14. Detected station, final	8*				6
15. Altitude over station	8*	0'	2000	2000	8
16. Rate of descent	4	100'/min.	500	400-500	4
17. Airspeed	4*	5 MPH	150	150-160	6
18. Heading, station to field	8*	5°	88		8
19. Timing, station to field	8*	5 sec.	1:48	1:55	4
20. Altitude over field	10*	0'	1500	1500	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	8				8

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

Grading instructions on reverse side.

William R. White
WILLIAM R. WHITE, Captain, CHECK PILOT

GRADING:

1 point off for each 20' or 5° or 5 MPH or 100'/min.

#11 2 off each additional 20'.

#14 8 for cone; 6 for partial cone; 4 no cone detect station.

#15 2 off each additional 20'.

#17 2 off each additional 5 MPH.

#18 4 off each additional 5°.

#19 4 off each 5 sec. over or short.

#20 4 off first and second 20'; 2 off third 20'.

FINAL REPORTS - PILOTS

PILOT Gardner, Jack H.

RANK 1/Lt.

ASN 0-500471

*Ground School <u>completed</u>	DATE: <u>8/12</u> Instructor's Grade <u>P1</u>	DATE: <u>8/12/41</u> Check Pilot's Grade
1. Visual Inspection and cockpit check.	B	B <u>+</u>
2. Starting, Taxi, and Run-up.	B	B <u>+</u>
3. Take-off and climb.	B	B <u>+</u>
4. Approach and landings.	B	B <u>+</u>
5. One or more engines inoperative. Approach and land.	B	B
6.* Complete Instrument Check (AAF 50-3):		
a. Instrument Take-off.	B	B <u>+</u>
b. Approach on predetermined heading.	C <u>+</u>	B
c. Loop orientation and let down.	B <u>+</u>	B
d. Range orientation and let down (Precision check).	B	B
e. Instruments w/one engine inoperative.	B	B <u>+</u>
7. General knowledge of equipment.	B	B
8. Emergency procedures and equipment.	B	B
9. Weight and Balance and Power Charts.	B	B
10. Radio Navig., Radio Fixes, D.R. Navig.	B	B
FINAL GRADE	B	B

REMARKS: Pilot came here with a below average knowledge of instruments,
but tried hard all way through course and improvement was steady turning
out to be average pilot on instrument work. PJH

Lt. Gardner tries very hard and does an average job of flying. He has a good
knowledge of procedures and plans his flights well.

WRW

RECOMMENDATIONS: AIRLINE FIRST PILOT

PERRY J. HODGKINS, Capt.

Instructor

WILLIAM R. WHITE, Capt.

Check Pilot

1. Visual Inspection and cockpit check.	B	B /
2. Starting, Taxi, and Run-up.	B	B /
3. Take-off and climb.	B	B /
4. Approach and landings.	B	B /
5. One or more engines inoperative. Approach and land.	B	B
6.* Complete Instrument Check (AAF 50-3):		
a. Instrument Take-off.	B	B /
b. Approach on predetermined heading.	C /	B
c. Loop orientation and let down.	B /	B
d. Range orientation and let down (Precision check).	B	B
e. Instruments w/one engine inoperative.	B	B /
7. General knowledge of equipment.	B	B
8. Emergency procedures and equipment.	B	B
9. Weight and Balance and Power Charts.	B	B
10. Radio Navig., Radio Fixes, D.R. Navig.	B	B
FINAL GRADE	B	B

REMARKS: Pilot came here with a below average knowledge of instruments, but tried hard all way through course and improvement was steady turning out to be average pilot on instrument work. PJH

Lt. Gardner tries very hard and does an average job of flying. He has a good knowledge of procedures and plans his flights well.

WRW

RECOMMENDATIONS: AIRLINE FIRST PILOT

PERRY J. HODGKINS, Capt.

Instructor

Perry J. Hodgkins

GRADES:

A - Above average
B - Average

C - Below Average
D - Unsatisfactory

William R. White
WILLIAM R. WHITE, Capt.
Check Pilot